

BookletChart™

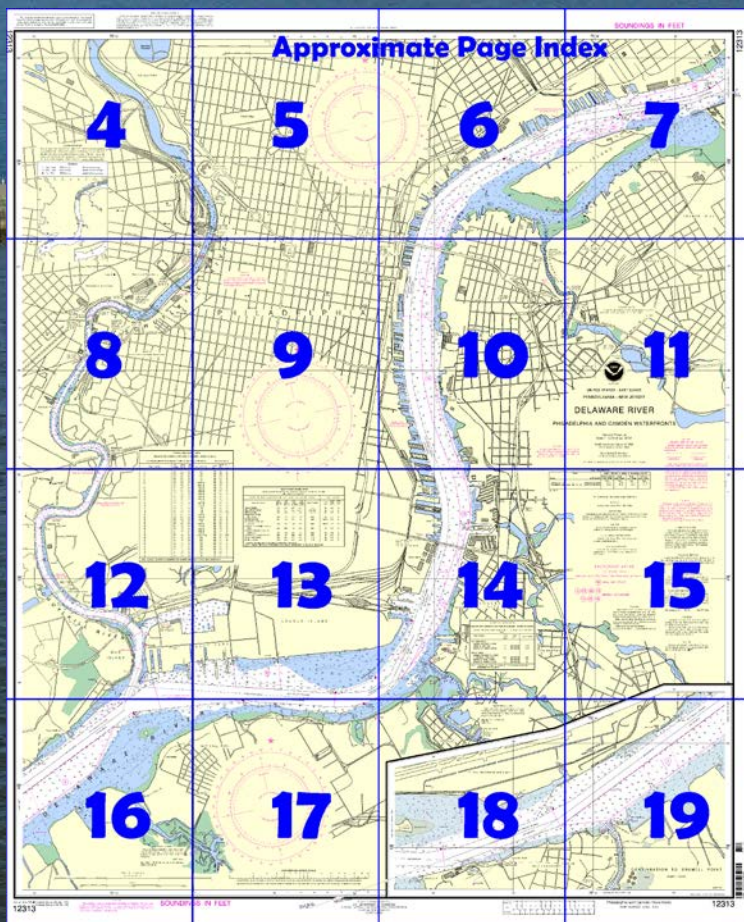
Philadelphia and Camden Waterfronts NOAA Chart 12313



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12313>



(Selected Excerpts from Coast Pilot)

A Federal project provides for a channel 40 feet deep from the sea through the main channel in Delaware Bay and River to the Philadelphia Naval Shipyard, thence 40 feet on the west side and 37 feet on the east side through Philadelphia Harbor to Allegheny Avenue; thence 40 feet to the U.S. Steel basin opposite Newbold Island; thence 25 feet to the Trenton Marine Terminal.

In the Philadelphia-Trenton section of the river, masters are requested to limit speed when passing wharves and piers to avoid damage by suction or wave wash to property or persons. **Whitman Bridge** connecting Philadelphia with Gloucester City has a clearance of 139 feet under the full width of the main span. **Benjamin Franklin Bridge**, 0.3 mile above Chestnut Street, has a clearance of 135

feet for the middle 800 feet of the span and 128 feet under the rest of the span.

The wind direction for the summer is from the southwest, while northwesterly winds prevail during the winter. The annual prevailing direction is from the west-southwest. Destructive velocities are comparatively rare and occur mostly in gusts during summer thunderstorms. Only rarely have hurricanes in the vicinity caused widespread damage, then primarily through flooding.

Flood stages in the Schuylkill River normally occur twice a year. Flood stages seldom last over 12 hours and occur after excessive falls of precipitation during summer thunderstorms. Flood stages in the Delaware River are caused by abnormally high tides due to the water "backing up" under the strong south or southeast winds.

Schuylkill River is navigable for 7.3 miles to **Fairmount Dam**, Fairmount and is an important outlet for a part of the commerce of Philadelphia. The Federal project provides for a channel 33 feet deep to Passyunk Avenue bridge, thence 26 feet deep to Gibson Point, thence 22 feet deep to University Avenue bridge. Above that point most of the wharves have depths of about 12 feet at their faces.

A light marks the outer end of a sunken jetty on the east side of the entrance to Schuylkill River and a fog signal is on the west side. A **021°30'** lighted range marks the entrance, and buoys mark the channel within the river as far as the railroad bridge.

Schuylkill River is crossed by six bridges; Interstate 95 at Girard Point and the George C. Platt Memorial highway (Penrose Avenue) bridges, 0.6 mile and 1.3 miles, respectively, above the mouth, have clearances of 135 feet. The highway bridge 4.8 miles above the entrance has a clearance of 50 feet. The others, all drawbridges, have a minimum clearance of 15 feet. The bridgetender of the railroad swing bridge, 4.3 miles above the mouth, monitors VHF-FM channel 13; call sign XKS-238. Above the University Avenue bridge, the limiting clearance of the fixed bridges is 16 feet. The railroad bridge, 5.6 miles above the mouth, has a swing span with a clearance of 26 feet.

League Island at the junction of Delaware and Schuylkill Rivers is the site of the **Philadelphia Naval Shipyard. Reserve Basin**, in the northwest part of the reservation, is used to store vessels of the reserve fleet.

Towage.—A large fleet of tugs up to 3,300 hp is available at Philadelphia, day and night, for any type service required. As a general rule, tugs are not required for vessels moving between Philadelphia and the sea; most vessels traverse this distance under their own power.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) Vessels subject to boarding for quarantine inspection are required to anchor off Marcus Hook boarding station. (See **110.1** and **110.157(a)(8), and (b)**, chapter 2, for quarantine anchorage regulations and limits.)

Philadelphia is a **customs port of entry**.

Coast Guard.—A **Marine Safety Office** is in Philadelphia. (See appendix for address.)

Harbor regulations.—Local rules and regulations are enforced by the Navigation Commission for the Delaware River (Pennsylvania). The authority of the Commission extends from the Pennsylvania-Delaware boundary line on the south to the head of the navigable waters of Delaware River on the north. Copies of the regulations may be obtained from the Navigation Commission for the Delaware River (Pennsylvania), 1400 W. Spring Garden Street, Philadelphia, Pa. 19130.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

| | | |
|-------------|-----------------|----------------|
| RCC Norfolk | Commander | |
| | 5th CG District | (575) 398-6231 |
| | Norfolk, VA | |

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

12313



Joins page 8

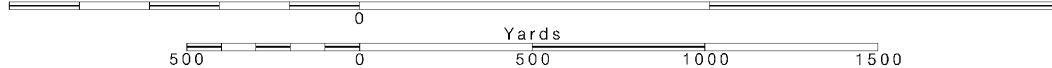
4

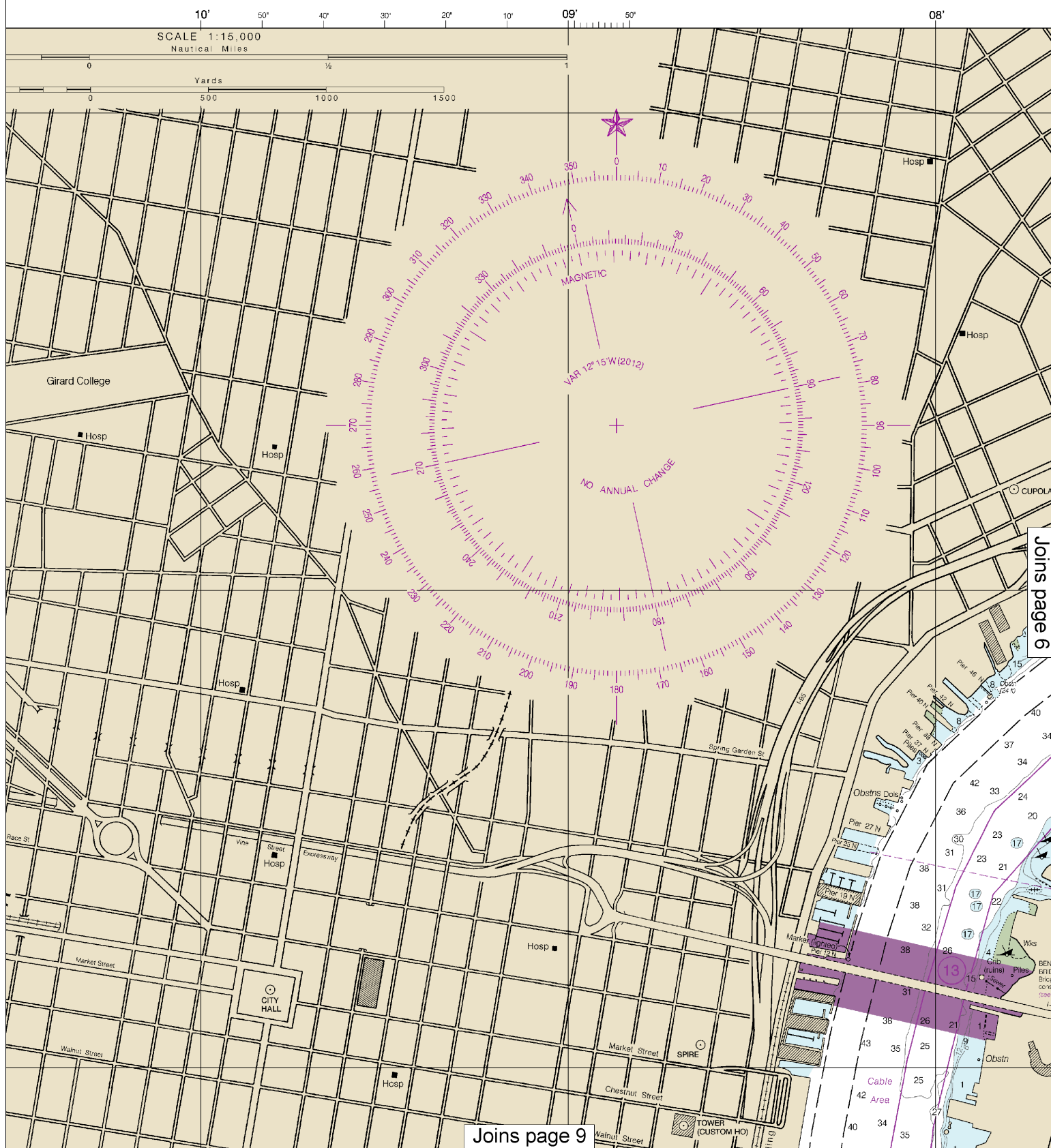
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

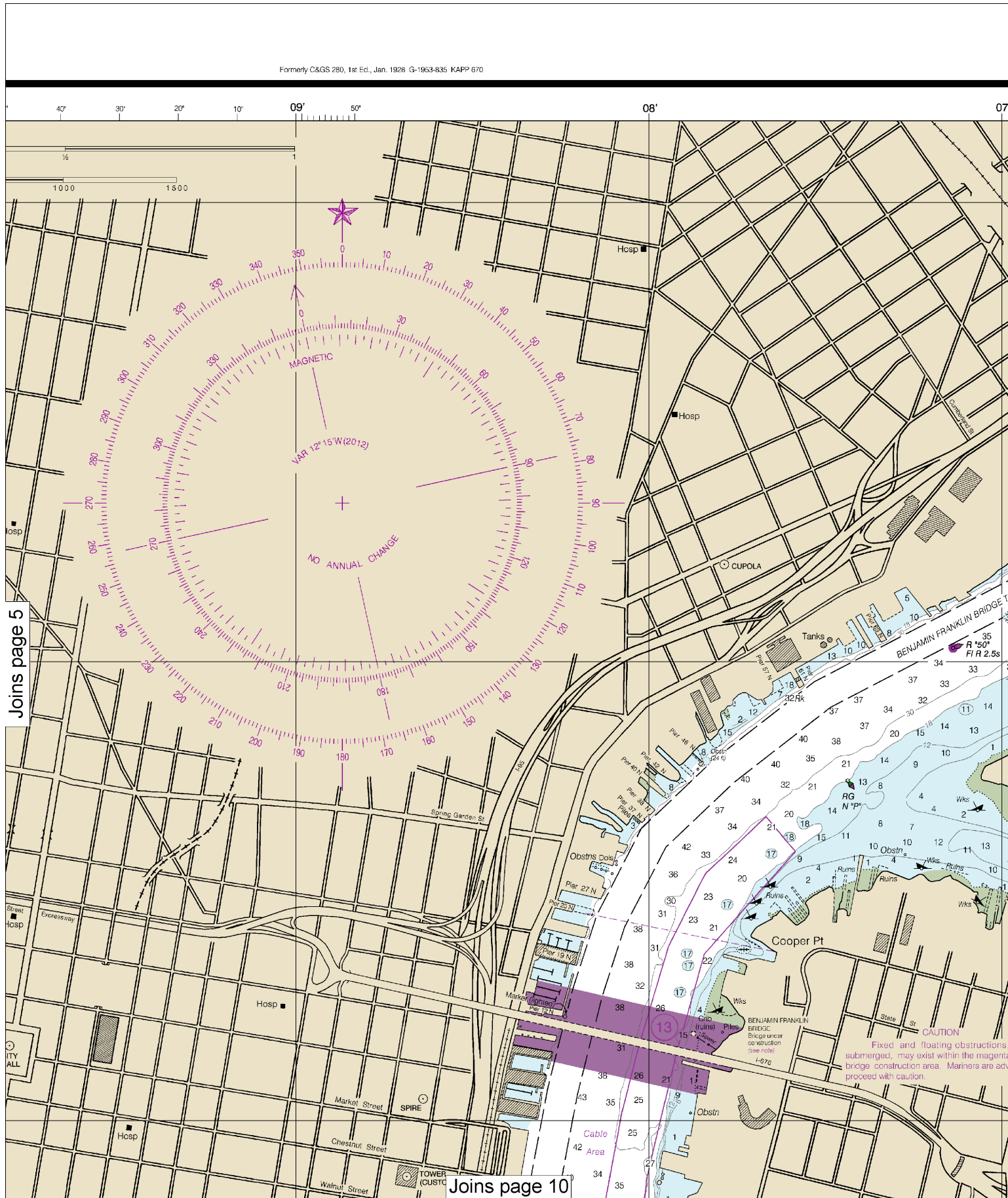
SCALE 1:15,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

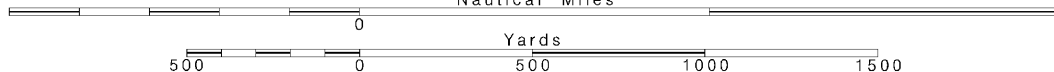
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

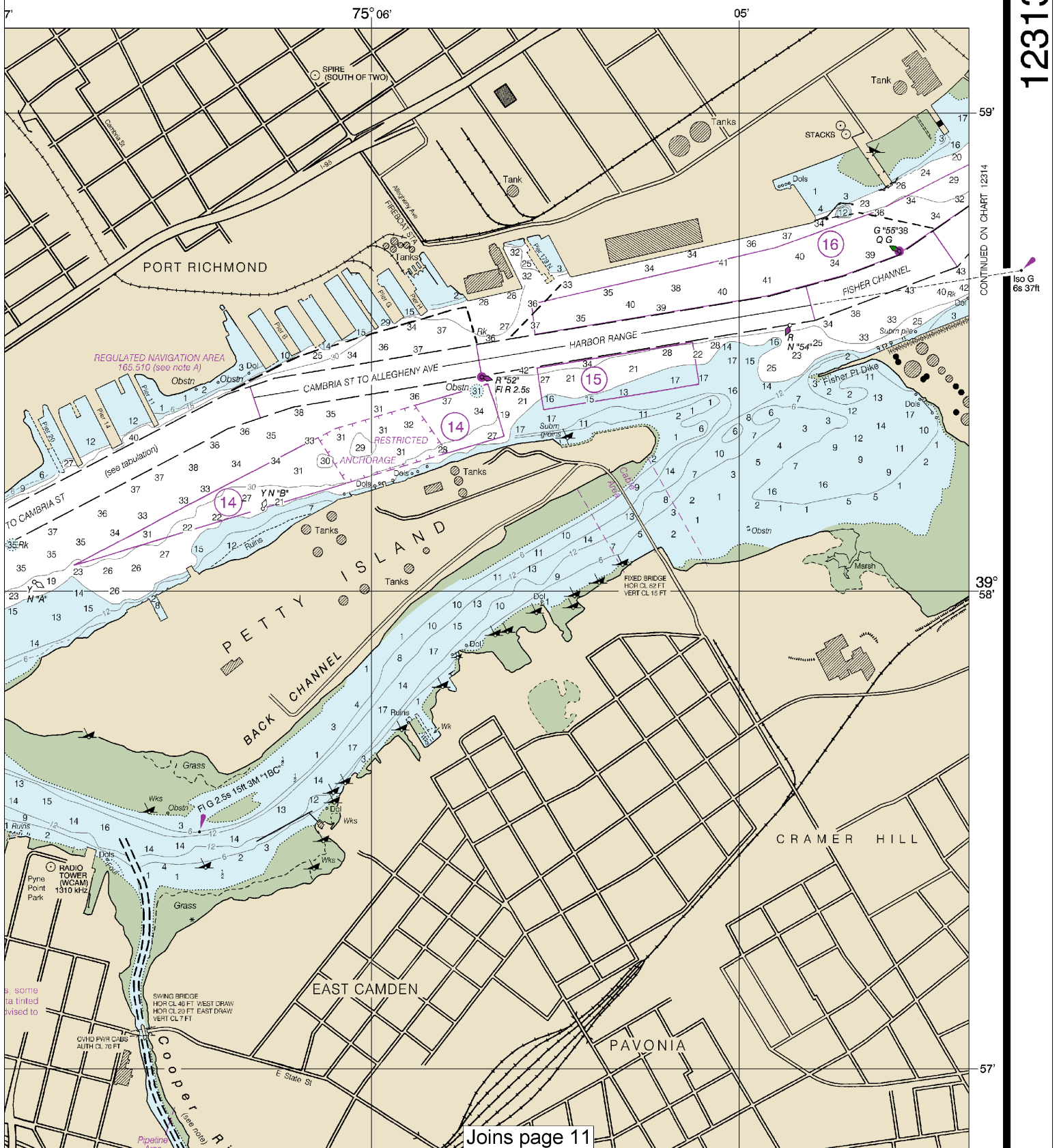
SCALE 1:15,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

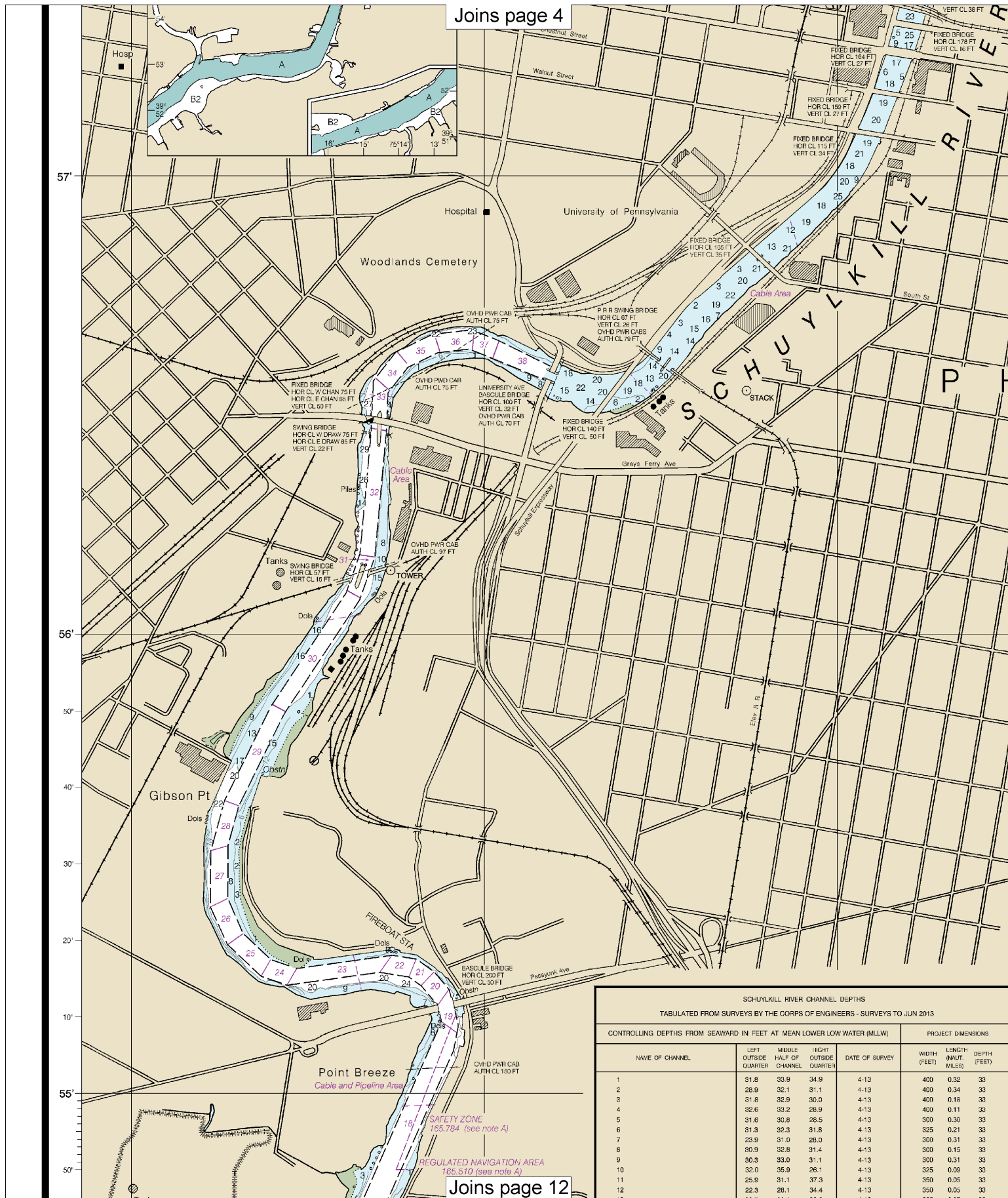
12313



Last Correction: 7/13/2016. Cleared through:
LNM: 2816 (7/12/2016), NM: 2916 (7/16/2016)

7

Joins page 4



| SCHUYLKILL RIVER CHANNEL DEPTHS | | | | | | |
|--|----------------------|--------------------------------|-----------------------|--------------------|--------------|----------------------|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 1913 | | | | | | |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | PROJECT DIMENSIONS | | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | MIDDLE OUTSIDE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) |
| 1 | 31.8 | 33.9 | 34.9 | 4-13 | 400 | 0.32 |
| 2 | 26.9 | 32.1 | 31.1 | 4-13 | 400 | 0.34 |
| 3 | 31.8 | 32.9 | 30.0 | 4-13 | 400 | 0.16 |
| 4 | 32.6 | 33.2 | 28.9 | 4-13 | 400 | 0.11 |
| 5 | 31.6 | 30.8 | 26.5 | 4-13 | 300 | 0.30 |
| 6 | 31.3 | 32.3 | 31.8 | 4-13 | 325 | 0.21 |
| 7 | 23.9 | 31.0 | 28.0 | 4-13 | 300 | 0.31 |
| 8 | 30.9 | 32.8 | 31.4 | 4-13 | 300 | 0.15 |
| 9 | 30.3 | 33.0 | 31.1 | 4-13 | 300 | 0.31 |
| 10 | 32.0 | 35.9 | 26.1 | 4-13 | 375 | 0.09 |
| 11 | 25.9 | 31.1 | 37.3 | 4-13 | 350 | 0.05 |
| 12 | 22.3 | 26.1 | 34.4 | 4-13 | 350 | 0.05 |
| 13 | 22.7 | 22.4 | 23.6 | 4-13 | 325 | 0.07 |

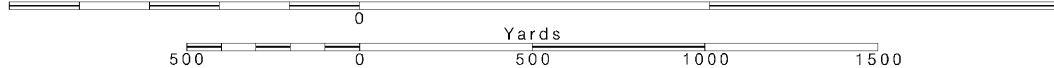
8

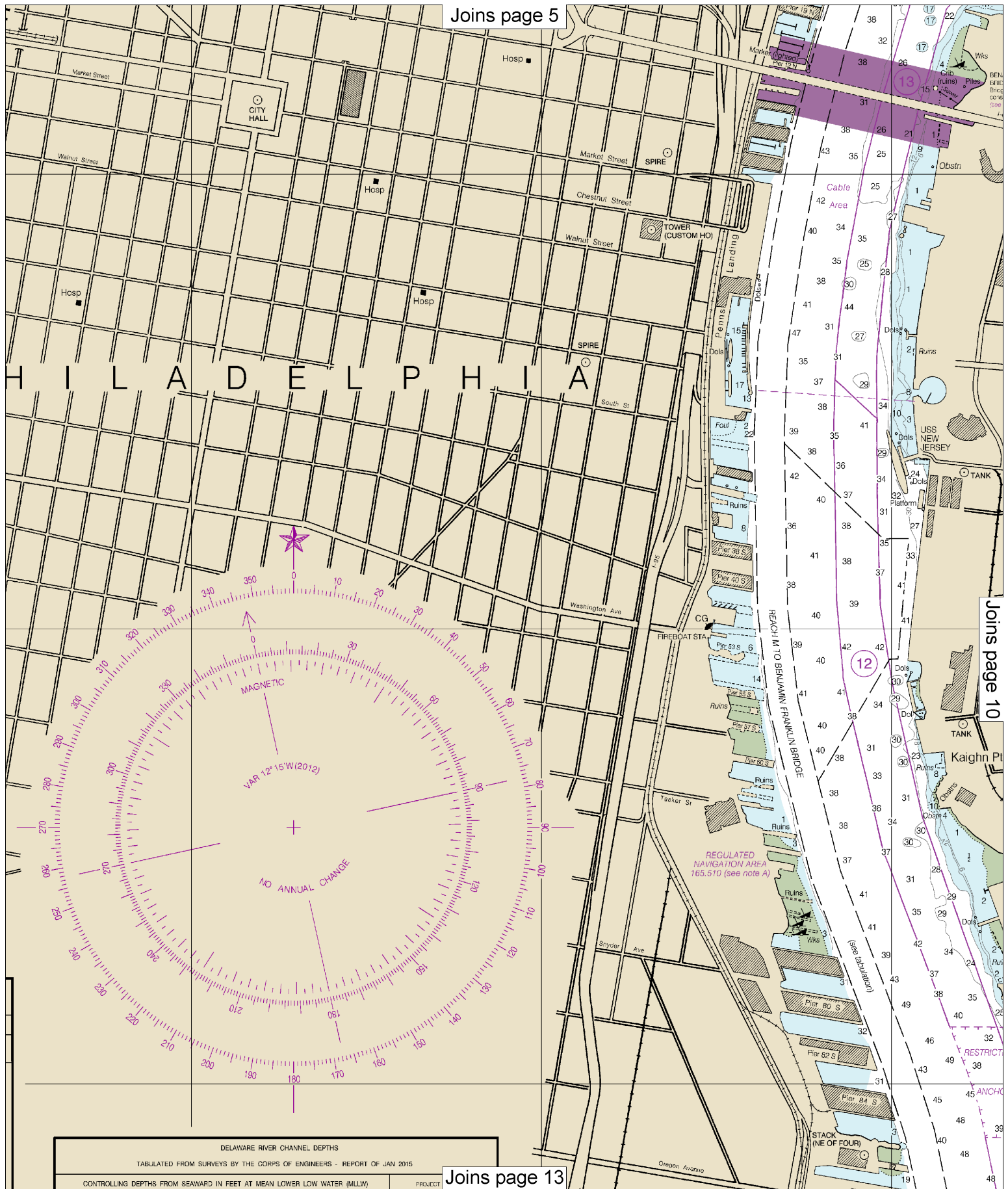
Note: Chart grid lines are aligned with true north.

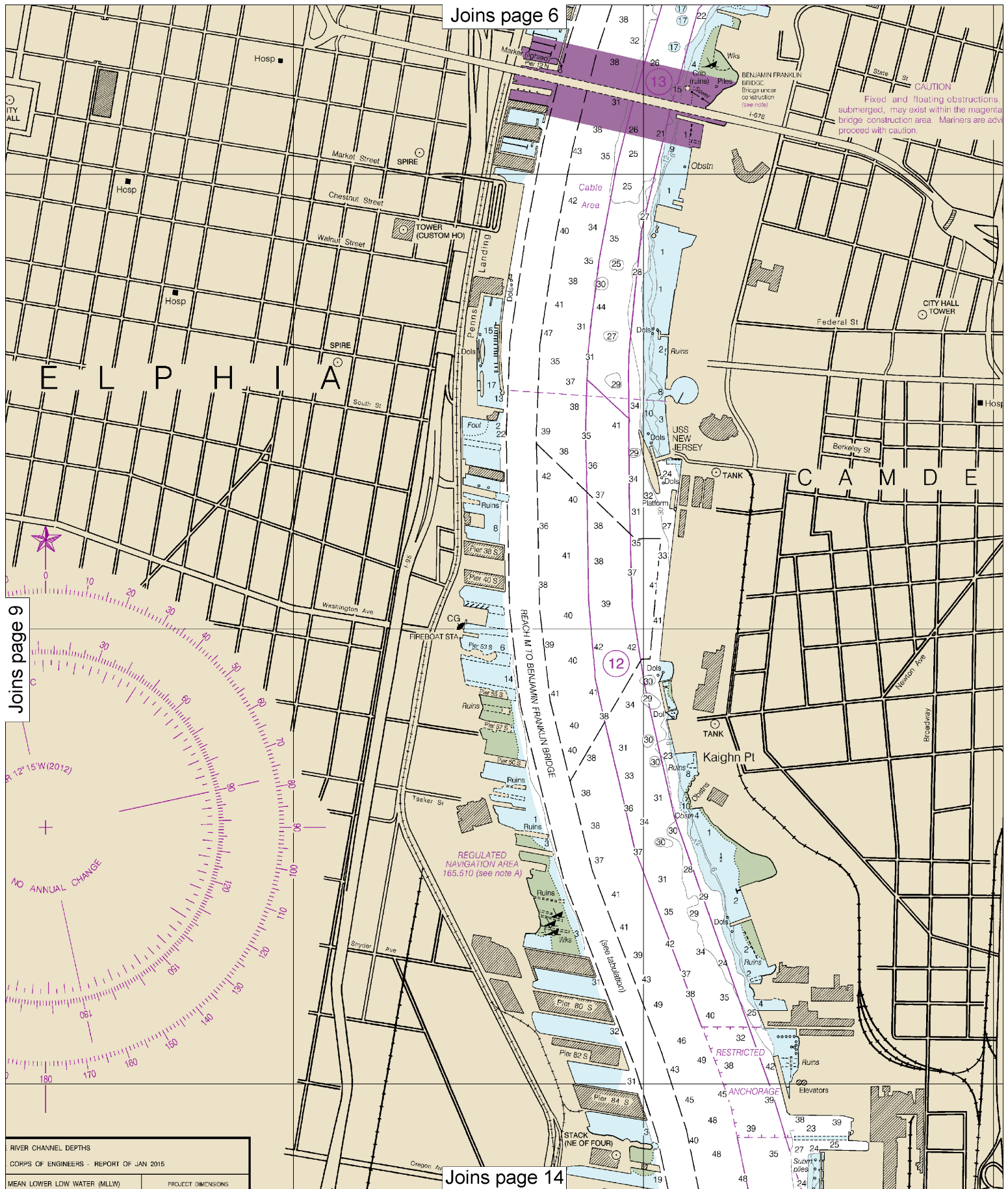
Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.

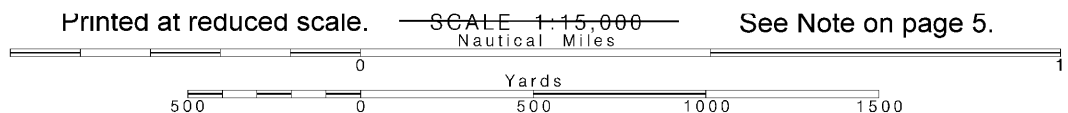


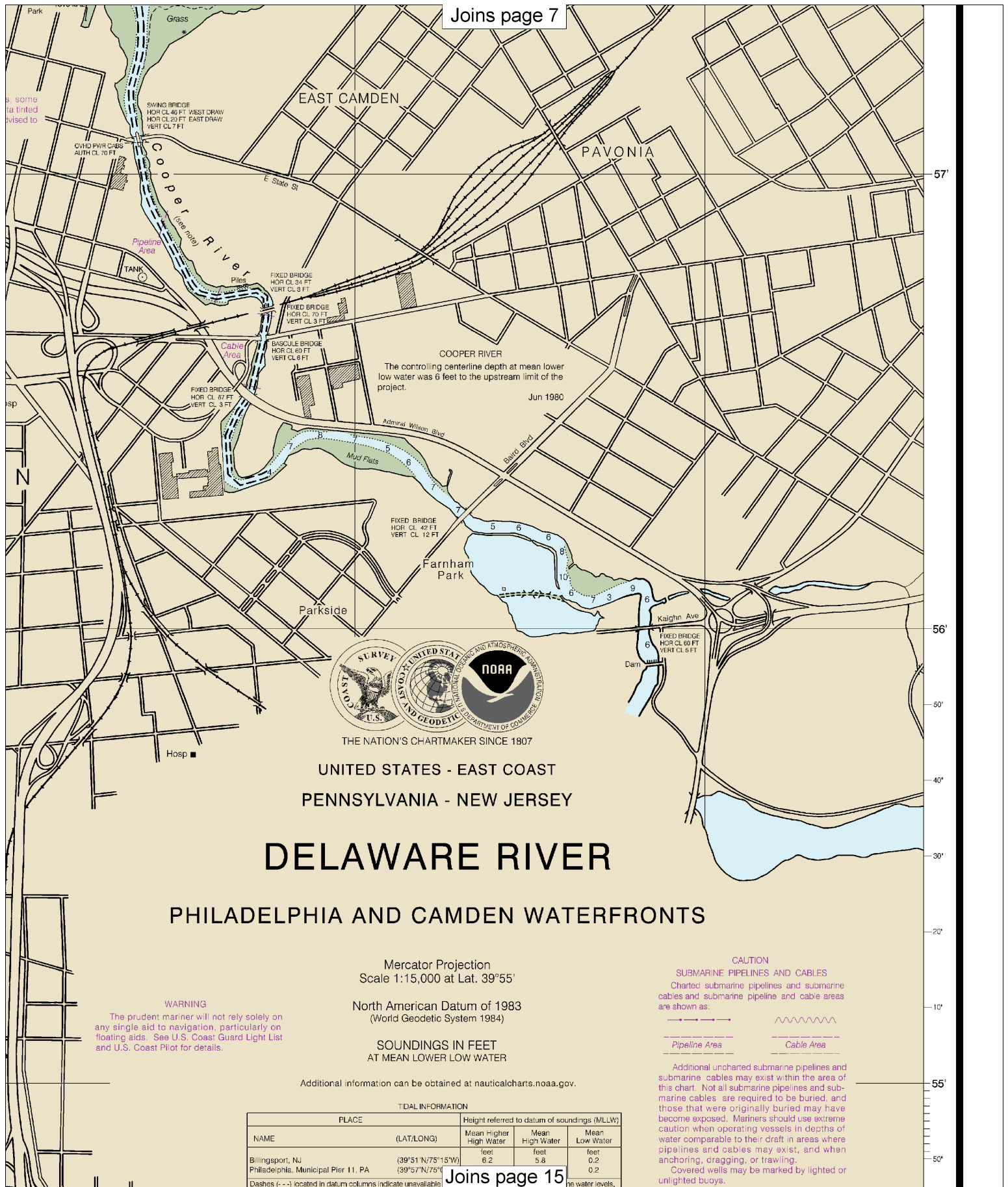


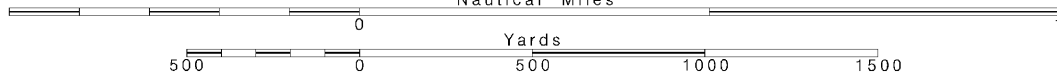


10

Note: Chart grid lines are aligned with true north.

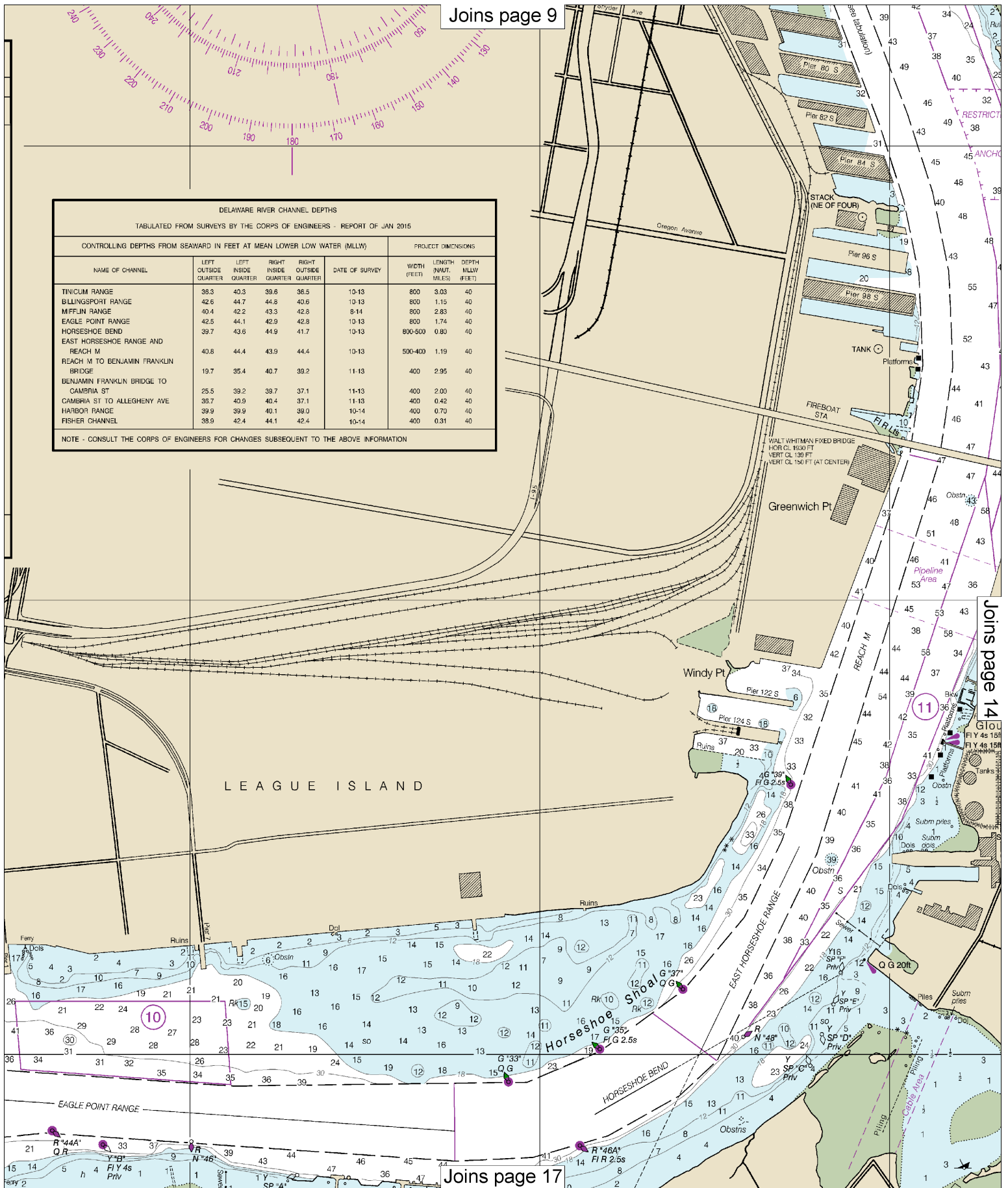


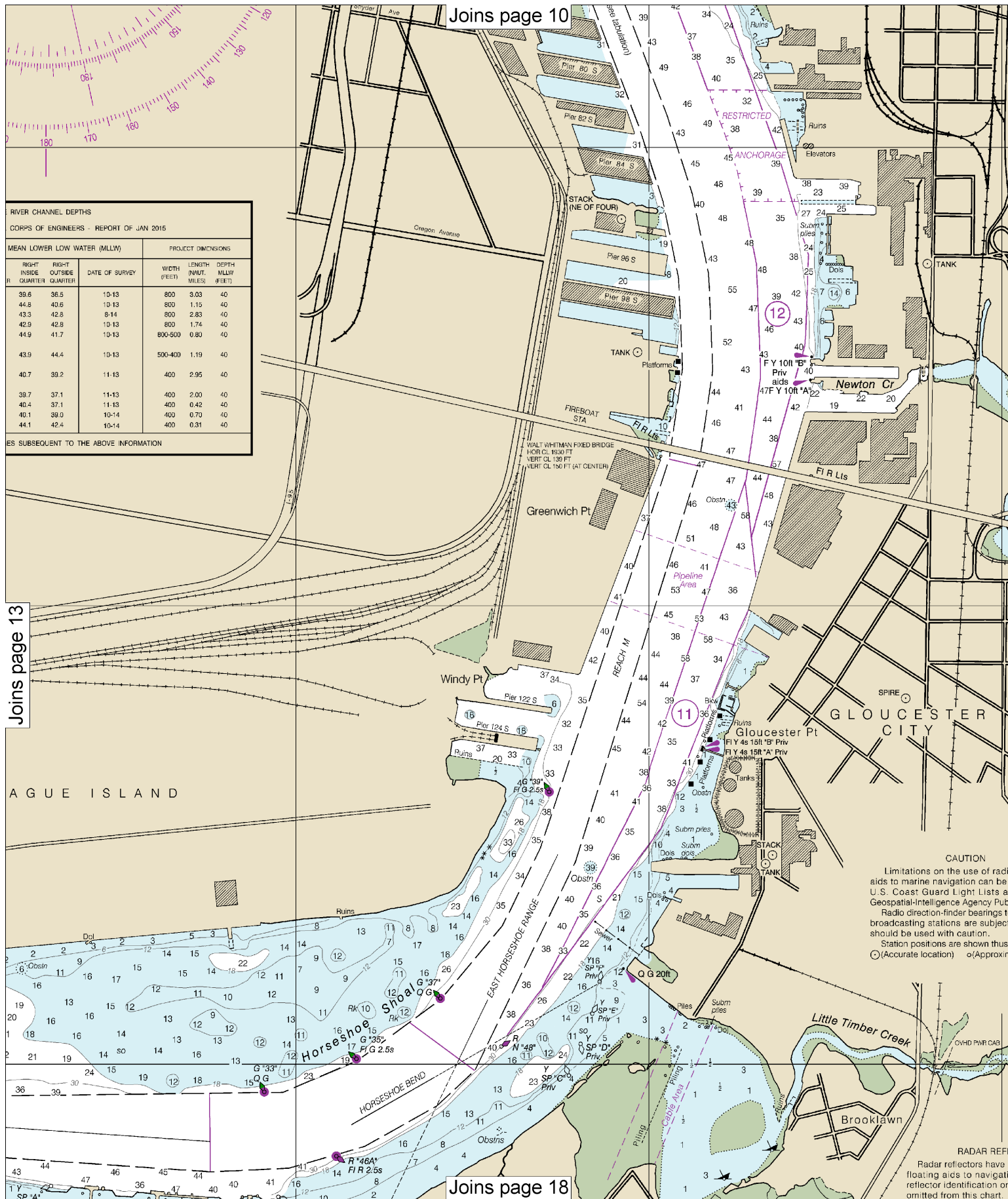




| DELAWARE RIVER CHANNEL DEPTHS | | | | | | |
|--|----------------------------|---------------------------|----------------------------|-----------------------------|--------------------|---|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2015 | | | | | | |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | PROJECT DIMENSIONS | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) LENGTH (MILES) DEPTH MLLW (FEET) |
| TINICUM RANGE | 38.3 | 40.3 | 39.6 | 38.5 | 10-13 | 800 3.03 40 |
| BILLINGSPOUT RANGE | 42.6 | 44.7 | 44.8 | 40.6 | 10-13 | 800 1.15 40 |
| MIFFLIN RANGE | 40.4 | 42.2 | 43.3 | 42.8 | 8-14 | 800 2.83 40 |
| EAGLE POINT RANGE | 42.5 | 44.1 | 42.9 | 42.8 | 10-13 | 800 1.74 40 |
| HORSESHOE BEND | 39.7 | 43.6 | 44.9 | 41.7 | 10-13 | 800-500 0.80 40 |
| EAST HORSESHOE RANGE AND REACH M | 40.8 | 44.4 | 43.9 | 44.4 | 10-13 | 500-400 1.19 40 |
| REACH M TO BENJAMIN FRANKLIN BRIDGE | 19.7 | 35.4 | 40.7 | 39.2 | 11-13 | 400 2.95 40 |
| BENJAMIN FRANKLIN BRIDGE TO CAMBRIA ST | 25.5 | 39.2 | 39.7 | 37.1 | 11-13 | 400 2.00 40 |
| CAMBRIA ST TO ALLEGHENY AVE | 38.7 | 40.9 | 40.4 | 37.1 | 11-13 | 400 0.42 40 |
| HARBOR RANGE | 39.9 | 39.9 | 40.1 | 39.0 | 10-14 | 400 0.70 40 |
| FISHER CHANNEL | 38.9 | 42.4 | 44.1 | 42.4 | 10-14 | 400 0.31 40 |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION





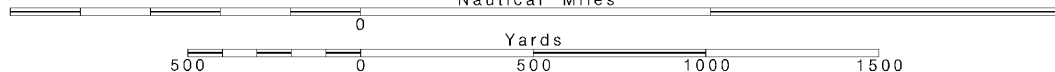
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



Mercator Projection
Scale 1:15,000 at Lat. 39°55'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

| PLACE | (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
|-------------------------------------|-------------------|--|-----------------|----------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water |
| Billingsport, NJ | (39°51'N/75°15'W) | feet 6.2 | feet 5.8 | feet 0.2 |
| Philadelphia, Municipal Pier 11, PA | (39°57'N/75°08'W) | feet 6.8 | feet 6.4 | feet 0.2 |

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Dec 2011)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

ANCHORAGE AREAS

110.157 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

GENERAL ANCHORAGES

9 10 11 12
13 14 15 16

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Philadelphia, Pennsylvania.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.403' northward and 1.350' eastward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.


Philadelphia, PA KIH-28 162.475 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

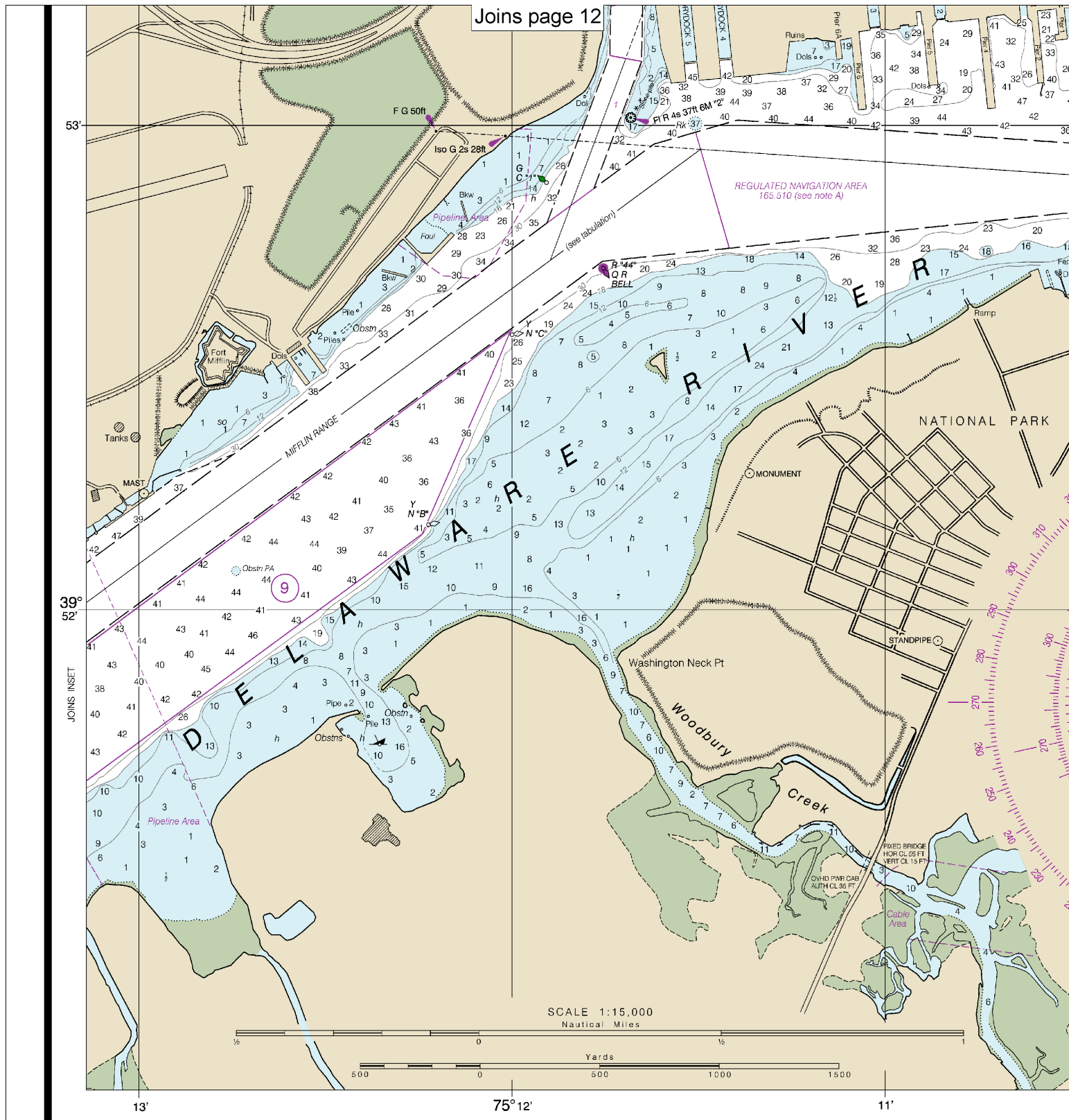
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

bio signals as found in the and National publication 117. to commercial pt to error and is: (imate location)

FLECTORS e been placed on many tion. Individual radar on these aids has been



53rd Ed., Jan. / 12

12313

Last Correction: 7/13/2016. Cleared through:
LNM: 2816 (7/12/2016), NM: 2916 (7/16/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FEET

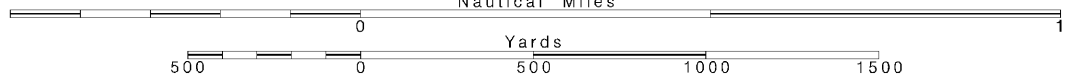
16

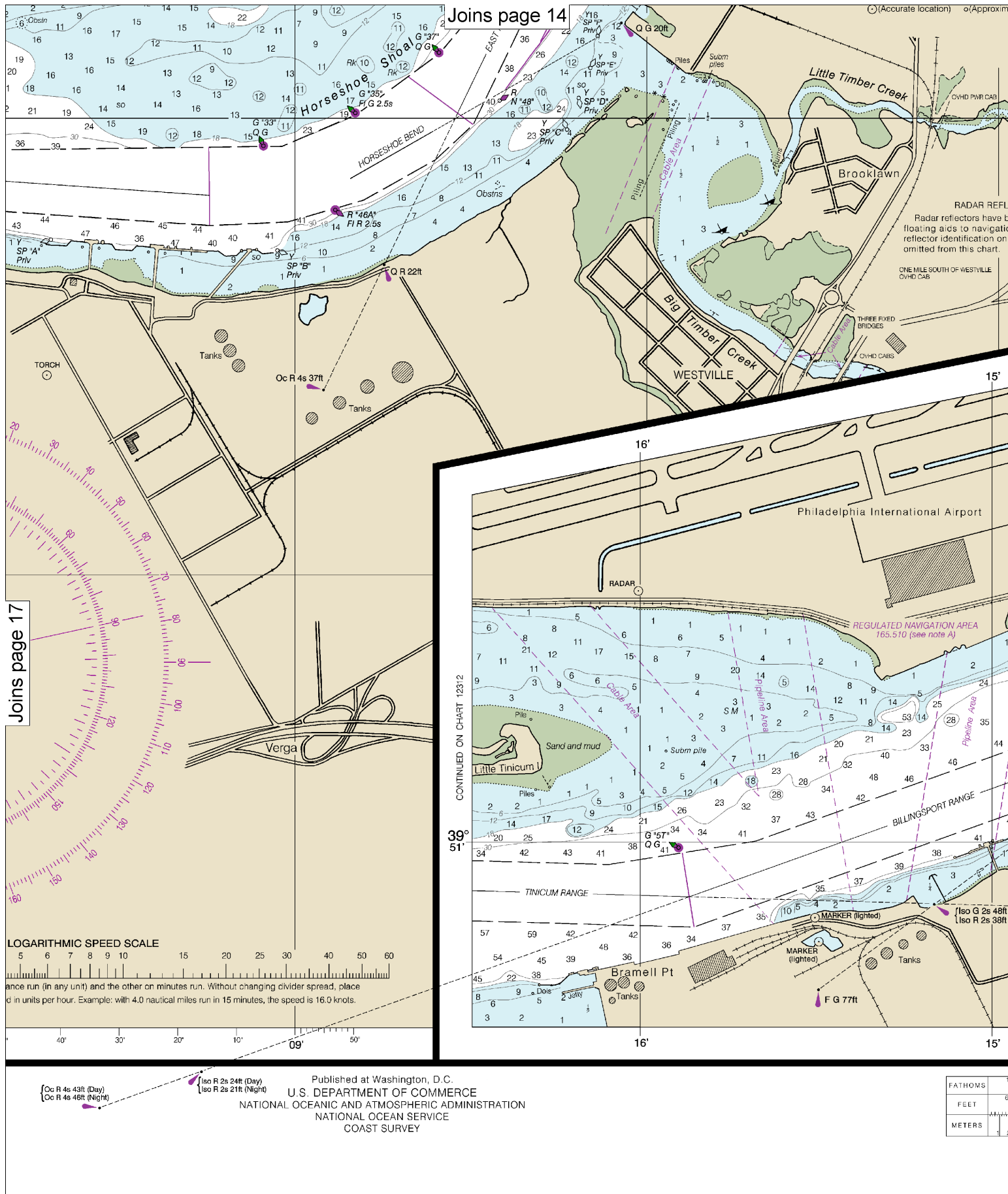
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



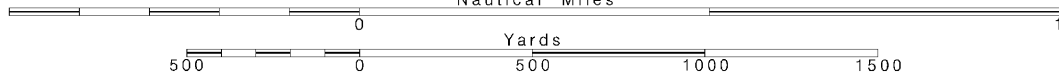


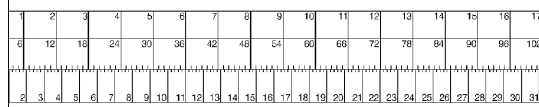
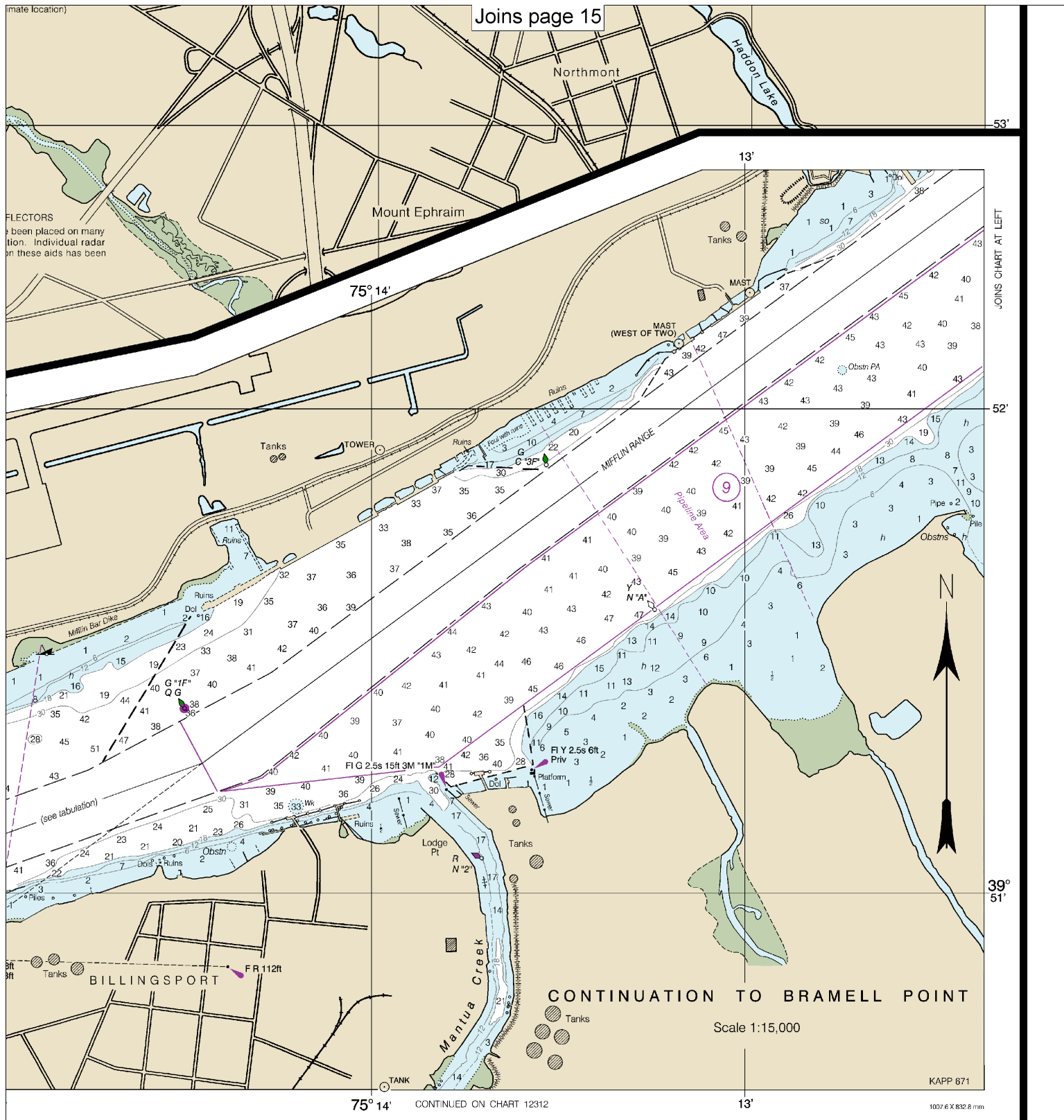
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





Philadelphia and Camden Waterfronts
SOUNDINGS IN FEET - SCALE 1:15,000

12313



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

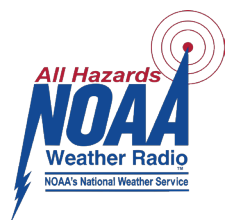
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

| | | |
|---|---|---|
| Nautical chart related products and information | — | http://www.nauticalcharts.noaa.gov |
| Interactive chart catalog | — | http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml |
| Report a chart discrepancy | — | http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx |
| Chart and chart related inquiries and comments | — | http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs |
| Chart updates (LNM and NM corrections) | — | http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html |
| Coast Pilot online | — | http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm |
| Tides and Currents | — | http://tidesandcurrents.noaa.gov |
| Marine Forecasts | — | http://www.nws.noaa.gov/om/marine/home.htm |
| National Data Buoy Center | — | http://www.ndbc.noaa.gov/ |
| NowCoast web portal for coastal conditions | — | http://www.nowcoast.noaa.gov/ |
| National Weather Service | — | http://www.weather.gov/ |
| National Hurricane Center | — | http://www.nhc.noaa.gov/ |
| Pacific Tsunami Warning Center | — | http://ptwc.weather.gov/ |
| Contact Us | — | http://www.nauticalcharts.noaa.gov/staff/contact.htm |



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.